

ORIGINALDecision No. 51353

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

FOREST LUMBER CO., a corporation,

Complainant,

vs.

THE ARCATA AND MAD RIVER RAILROAD COMPANY;
 THE ATCHISON, TOPEKA AND SANTA FE RAILWAY
 COMPANY;
 CALIFORNIA WESTERN RAILROAD;
 NORTHWESTERN PACIFIC RAILROAD COMPANY;
 PACIFIC ELECTRIC RAILWAY COMPANY;
 PETALUMA AND SANTA ROSA RAILROAD COMPANY;
 and
 SOUTHERN PACIFIC COMPANY,

Defendants.

Case No. 5536

SUPPLEMENTAL OPINION AND ORDER

Complainant in this proceeding seeks reparation, with interest, in connection with rates assessed and collected by defendant railroads for the transportation of numerous carloads of lumber from certain origins in Northern California to specified destinations in Southern California. It alleges that the rates which were assessed were greater than rates concurrently maintained for longer distances over the same line or route in the same direction, the shorter being included within the longer distance, and that the assessed rates were thereby in violation of Section 460 of the Public Utilities Code and of Section 21, Article XII of the State Constitution.

By Decision No. 50919, dated December 28, 1954, defendant carriers were found to have assessed and collected charges in violation of the aforesaid provisions of the Public Utilities Code and of the State Constitution in connection with specified shipments

which moved to destination points intermediate to Long Beach on the line of The Atchison, Topeka and Santa Fe Railway Company. Complainant was found to be entitled to reparation, with interest at 6 per cent per annum, in the amount of the difference between the charges paid and those contemporaneously in effect to the more distant point of Long Beach. An order of reparation was made accordingly. The complaint was dismissed to the extent that it sought reparation based on rates to the point of Orange on the line of the Pacific Electric Railway Company.

On January 7, 1955, complainant alleged error on the part of the Commission in dismissing the complaint in so far as it was based on rates to Orange and petitioned for rehearing and reconsideration of the matter. In response to this petition an order granting rehearing was entered on February 23, 1955.

On March 10, 1955, complainant amended its complaint to strike therefrom references to Orange and subsequently, by letter dated March 11, 1955, it requested reissuance of Decision No. 50919 except as the decision applies in connection with rates to Orange.

The rates and charges to Orange no longer being in issue, the conclusions and findings with respect thereto which were expressed in Decision No. 50919 are hereby rescinded. To the extent that the provisions of said decision apply to shipments which were made to destinations intermediate to Long Beach on the line of The Atchison, Topeka and Santa Fe Railway Company, they will be reaffirmed by the order which follows. In the circumstances rehearing of the matter does not appear necessary.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that defendants, according as they participated in transportation involved in this proceeding to destinations intermediate to Long Beach on the line of The Atchison, Topeka and Santa Fe Railway Company, be and they are hereby authorized and directed to reparate to complainant in accordance with the findings set forth with respect to said transportation in Decision No. 50919.

This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 19th day of April, 1955.

John E. Mitchell
President

Justus D. Cassen

Paulo Lutzerman

Michael J. Foley

Commissioners